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WALSH COLUCCI
LUBELEY EMRICH
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January 7, 2010

Via Hand Delivery

Ms. Ginny Rowen
Loudoun County Department of Planning
One Harrison Street, S.E., Third Floor
Leesburg, VA 20177

Re: Addendum to December 15, 2009 First Referral Response Letter
ZMAP 2009-0006 & SPEX 2009-0026, Morley Corner–Temple Baptist Church and School

Dear Ms. Rowen:

On behalf of **Temple Baptist Church** (the "Church" or "Applicant"), I am providing this letter as a written response to the December 22, 2009 referral comments from the Office of Transportation Services ("OTS") in regards to the above-referenced applications. For your convenience, each OTS comment is stated below and the Applicant's responses follow in bold.

1. Regarding the Applicant's July 29, 2009 traffic study:

   a. Please clarify whether the applicant is proposing a 140,000 square-foot two-story church/school building with 1,450 seats as stated in the Statement of Justification or a 160,000 square-foot two-story church/school building with 1,450 seats as shown in the traffic study.

   Applicant Response: The Applicant is proposing a 140,000 sq. ft. two-story church/school building with 1,450 seats in the main auditorium, as stated in the Statement of Justification, as well as a 20,000 sq. ft. "ministries building," which will accommodate 150 congregants in the main auditorium. The 20,000 sq. ft. ministries building was incorporated into the trip generation for the traffic study.

   b. Provide detailed information on the type of retail/general business planned for the 22,500 square-foot business/retail area. Clarify the reason for using ITE code 814 (Specialty Retail Center) vs. ITE code 820 (Shopping Center) to estimate the trips generated. Please indicate if the applicant is proposing an automated carwash in this

area. If so, please use ITE code 948 (Automated Car Wash) to calculate the AM and PM peak hour volumes.

Applicant Response: "Specialty Retail Center," as defined in the ITE trip generation manual is "...generally small strip shopping centers that contain a variety of retail shops." The average size listed in the ITE manual for this use is approximately 25,000 sq. ft. The retail component proposed on the site is similarly sized at 22,500 sq. ft. and matches the definition listed in the ITE manual. ITE Code 820 ("Shopping Center") was not used, since the average size for a Shopping Center listed in the ITE manual is approximately 328,000 sq. ft. The definition of the Shopping Center in the ITE manual is "...an integrated group of commercial establishments that is planned, developed, owned and managed as a unit." The retail component proposed on the site is a small supporting retail use that more appropriately fits the definition of "Specialty Retail Center."

c. Clarify the reason for using a 15% pass-by allowance reduction. The VDOT pre-scope of work meeting form (base assumptions) shows no internal allowance reduction and no pass-by allowance reduction (page 2 of 8).

Applicant Response: Although the proposed retail component was a new land use introduced/added after the scoping meeting, it is not the primary use for the site, but rather a supporting use. The previously-approved Morley Corner application would permit the construction of up to 156,000 sq. ft. of retail uses on the Subject Property. This application only seeks the construction of 22,500 sq. ft. of retail uses and, therefore, the size of the retail component is relatively minimal in relation to the approved retail use for the site and generates significantly fewer trips. Following the Chapter 527 guidelines and using references from other projects in the area, a 15 percent pass-by reduction is allowed for specialty retail uses and was therefore included in the analysis.

d. Explain the reason why the applicant is not including traffic volumes generated by the child care facility (before and after school programs). According to the information provided, the child care facility will accommodate approximately 150-200 students.

Please indicate whether the applicant is assuming the 150-200 students are included within the estimated 500 students that will be attending the "Private School (K-12)" (ITE code 536). OTS staff notes that a child care use typically has different hours of operation than a school use, which may have a greater impact on traffic during peak hours. Also indicate whether the child care facility would be open to the general public.

Applicant Response: The proposed before- and after-school child care will only be open to Temple Baptist School students, grade K3 (Kindergarten students

aged 3, 4, and 5) through grade 12 and will operate prior to school starting at 6:00 a.m. and after school until 7:00 p.m. The 150 to 200 students are included within the estimated 500 students that will be attending the private school. As presented in the trip generation table, the "peak hour of adjacent street traffic" rates were used. The trips generated by the 500 students during the peak hours were evaluated and analyzed in combination with the peak hour of commuter traffic. Hence, the traffic study evaluated the "worst-case" scenario.

e. Please clarify the use of the 20,000 square-foot church ministry building. According to the information provided, it will be accommodating 150 congregants but it is not been included in the traffic study as a trip generator.

Applicant Response: As indicated in the Statement of Justification, the proposed 20,000 sq. ft. ministries building will be used for various church ministries, as well as a youth center and athletic field maintenance/storage facility. The building will include a 1,520 sq. ft. main auditorium with seating for 150 congregants, a youth fellowship hall, Sunday School classrooms, and a church vehicle maintenance facility. As stated above, the 20,000 sq. ft. ministries building was incorporated into the trip generation for the traffic study.

f. There are 10.4 acres of active and passive recreation space, which will accommodate baseball/softball, t-ball, soccer fields and tennis courts. Please clarify if these fields will be open to the general public, whether games are going to be scheduled after school (please provide approximate times/schedule). This use has not been included in the trip generation part of the study.

Applicant Response: The proposed recreational fields are not contemplated to be open to the general public. While the precise schedule for use of the recreational fields after school has not been determined, the draft proffers restrict the daily hours of operation for the recreational facility lights to no later than 9:30 p.m. [see proposed Proffer IV.D].

g. The 1,458 daily total trips calculated for the 160,000 square-feet church match with staff's calculations, but the peak hour volumes do not. The study shows 90 trips in the AM peak hour and 88 in the PM peak hour, while using the ITE code staff calculates 115 and 106, respectively. Same calculations disparities exist with the private school peak hour trips shown in the study. Please clarify/specify the ITE formula/table/page used by the consultant.

Applicant Response: The Applicant respectfully disagrees. ITE's Trip Generation, 8th Edition: An ITE Informational Report, was used as discussed at the scoping meeting. The trip generation calculations from this latest version were cross-checked and were found to be accurate. However, it is noted that

staff's AM and PM peak hour calculations (115 and 106 trips, respectively) presented in the referral appear to be based on the 7th Edition of the trip generation manual. Hence, a discrepancy was observed by the staff in the trip generation numbers. The relevant pages from ITE's Trip Generation Manual 8th Edition are enclosed for staff's review.

2. Pending confirmation of trip generation information and impacts as noted in Comment # 1 above, OTS expects at a minimum the applicant to provide the improvements committed to in the previously approved Morley Corner (ZMAP 2006-0003) proffers. To this end, OTS notes the following:

   a. The Statement of Justification (page 7 of 16) states that "The proffers for the Morley Corner [previous ZMAP approved] will be constructed by the developer of the residential component by agreement between the Church and the residential developer" but the Level Of Service (LOS) in this area is failing under current circumstances, therefore Ashburn Village Boulevard needs to be open to traffic as a 4-lane median divided facility prior to issuing any zoning permit for this application.

   Applicant Response: The transportation proffers from the Morley Corner rezoning application are being maintained with the proposed rezoning. Specifically, Proffers V.A.1 and V.A.2 of the proffers associated with the Morley Corner application provides for dedication and construction/bonding of two lanes of an interim four lane divided road section of Ashburn Village Boulevard across the frontage of the Subject Property, in addition to right turn lanes and left turn lanes for the two full-movement entrances to the Property prior to, or in conjunction with, first record plat/site plan approval (whichever occurs first). These proffers are being carried forward with this application [see proposed Proffer V.A]. Given the reduced trip generation over the previously-approved Morley Corner application, and considering that the Applicant's first phase will include only the Phase 1 Church Building (located in the recreational field area) and recreational facilities, continuing the current proffer is sufficient.

   b. Applicant needs to provide the proffered cash contribution for Waxpool Road Expansion. According to the latest available quote (January 15, 2009) for the Waxpool Road Expansion project, managed by VDOT and Loudoun County, the estimated fair share cash contribution for the applicant is $386,400. The estimated completion for the project is in the Fall of 2010.

   Applicant Response: The transportation proffers from the Morley Corner rezoning application are being maintained with the proposed rezoning, even though peak hour traffic is reduced. Specifically, Proffers V.B.1 and V.B.2 of the proffers associated with the Morley Corner application provides for the dedication of right-of-way and the construction of two lanes of a four lane divided road section of Waxpool Road across the frontage of the Property, in

addition to a right turn lane entrance into the Property [see draft Proffer V.B]. In the event that some of the proffered transportation improvements under the Morley Corner proffers are constructed by others, Proffer V.G of the Morley Corner Proffer Statement provides for a monetary contribution to Loudoun County in an amount equivalent to the verified cost of said paid improvements. This proffer is being continued in the current application under proposed Proffer V.F. Any monetary amount verified under Proffer V.B.1 and V.B.2 will be provided to Loudoun County prior to, or in conjunction with first record plat/site plan approval, whichever occurs first.

Please note that the draft proffers specify that any proffered improvements constructed by the developers of the R-16 zoned portion of the original Morley Corner rezoning is not considered to be construction "by others" requiring an equivalent cash contribution. The Morley Corner transportation proffers are being carried forward in this application in conjunction with the developer of the R-16 zoned portion of the original Morley Corner rezoning, which is not a part of this application. The Applicant sold the R-16 zoned portion of the property to a developer and executed a "Proffer Allocation Agreement" which assigns responsibility for implementation of the previously-approved Morley Corner proffers, including provisions that the developer perform the transportation proffers for the entire Morley Corner property. That proffer allocation agreement has been previously submitted to the County.

c. Applicant is responsible for 25% of the cost to install the traffic signal at the intersection of Ashburn Village Boulevard (Route 772) and Waxpool Road (Route 625). The estimated fair share for actual engineering cost and installation cost is $57,875, which is 25% of the total cost of $231,500.

Applicant Response: Funding in the amount of $50,000 towards a traffic signal at the intersection of Ashburn Village Boulevard and Waxpool Road is provided by Proffer V.D of the proffers associated with the Morley Corner application. Additionally, Proffer XI provides for an additional contribution based upon the CPI Escalator, and, accordingly, the Applicant's contribution will be $50,000 plus the CPI escalation to be paid in conjunction with the approval of the first record plat or first site plan for development of the Property, whichever occurs first.

d. Applicant was proffered to provide a full warrant analysis and 50% cash contribution for the installation of the traffic signal at the intersection of Ashburn Village Boulevard (Route 772) and Red Rum Drive.

Applicant Response: Comment acknowledged. Proffer V.E of the proffers associated with the Morley Corner application provides for the funding of a traffic signal warrant analysis and, if warranted, a contribution of 50 percent of

the installation of such signal at Ashburn Village Boulevard and Red Rum Drive. This proffer is being carried forward with this application [see draft Proffer V.D].

3. The owner of parcel 087177312 (parcel to the north) will need to comply with the following proffers approved with ZMAP 2006-0003: (1) a full traffic signal warrant study for the intersection of Ashburn Village Boulevard (Route 772) and the northern most entrance; and (2) a $100,000 cash contribution including ped-activation; and a transit cash contribution.

   Applicant Response: The transportation proffers from the Morley Corner rezoning application are being maintained with the proposed rezoning, even though peak hour traffic is reduced. The Applicant, along with the owner of MCPI #087-17-7312, has executed a "Proffer Allocation Agreement" which assigns responsibility for implementation of the previously-approved Morley Corner proffers.

4. According to the 2001 Revised CTP, a minimum 60-foot right-of-way is required from the centerline to the property line along Waxpool Road (Route 625). A review of County records indicates the segment of Waxpool Road (Route 625) in front of the site is within a 90- 95-foot right-of-way. The applicant needs to dedicate the 60-foot right-of-way from the centerline to the property line. Please remove the label "if required" from the plat.

   Applicant Response: Pages A1-18 and A1-19 of the Countywide Transportation Plan call for the ultimate segment of Waxpool Road between the "Dulles North Area/Route 640 (Farmwell Road) & Old Route 607 (Smith Switch Road) intersection west through Village of Ryan to Route 659" to be a four-lane controlled access median-divided urban collector with a 90-foot right-of-way. The Applicant inaccurately stated this on page 30 of the December 15, 2009 referral response letter. The Applicant will agree to provide the necessary right-of-way required per the approved construction plans for Waxpool Road.

5. If additional right-of-way is necessary for the future right turn lane along Waxpool Road (Route 625), the applicant needs to dedicate it as well.

   Applicant Response: Comment acknowledged.

6. Please add the "private street" cross section to the plat including the parking area.

   Applicant Response: The label has been revised to show a proposed "Major Site Accessway" per the FSM section 4.400 B.6.b. A typical section has been added to Sheet 4 of the plan set.

7. Clarify if the main access street will be a private road. If so, please remove "ROW varies" from the plat. Private roads require easement dedications. Public roads require right-of-way dedications.

   Applicant Response: The "Private Access Road" will be a private street. The plat set has been revised as recommended. Reference to right-of-way on this private street has been removed from the plan set.

8. It appears there has been a boundary adjustment (BLAD) application submitted to the County related to this application. Please include the application number to the cover sheet.

   Applicant Response: BLAD-2009-0036 has been approved and recorded. The plat set has been updated to reflect the new boundary line.

9. The plat shows a portion of the subject property on the east side of Ashburn Village Boulevard. Has the applicant considered transferring ownership for this area to KMRP/Ashburn LLC (owner) to simplify future maintenance issues?

   Applicant Response: The Applicant is responsible for maintenance of the 0.3-acre residual parcel of land at the northeast corner of the Ashburn Village Boulevard/Waxpool Road intersection unless the County or VDOT desires all or a portion for right-of-way purposes. The Applicant is willing to dedicate this land to the County or VDOT.

10. Regarding Bicycle and Pedestrian Facilities:

    a. According to 2003 Bike & Ped Plan, Waxpool Road is proposed as a baseline connecting roadway for bicycle and pedestrian facilities. Staff understands the trail in front of this site is not being built with the County's Waxpool Road Expansion project within the right-of-way.

       Please show the 10-foot trail within a 14-foot public access easement along Waxpool Road (Route 625) as recommended by the 2003 Bike & Ped Plan (Design Toolkit). The applicant should build the trail to be consistent with the approved ZMAP 2006-0003 and ensure it is connected to the trail VDOT will be building up to the site's western property line.

       Applicant Response: The Applicant is continuing Proffer IV.B of the Morley Corner Proffer Statement, which provides for a 10-foot wide asphalt trail located within a 14-foot wide public access easement along the Waxpool Road and Ashburn Village Boulevard frontages for the Subject Property [see draft

Proffer IV.B]. Please note that the proposed multi-use trail is located outside of the right-of-way.

b. Please modify plan views and typical sections to incorporate the multi-use asphalt trails along Waxpool Road (Route 625) and Ashburn Village Boulevard (Route 772). The applicant may obtain the necessary information from CPAP 1998-0101 and VDOT project # 0625-053-P10.

Applicant Response: Multi-use trails have been added to the appropriate typical street sections as requested. Please note that the proposed multi-use trail is located outside of the right-of-way.

c. Please show all sidewalks, curb ramps, crosswalks and trails on the special exception plat (sheet 6 of 6) and label them accordingly.

Applicant Response: A note has been added to the special exception plat (Sheet 6) stating that curb ramps will be shown on the site plan application for the property in accordance with FSM & ADA requirements. Proposed crosswalks have also been added to this sheet. Proposed sidewalks and trails are shown on this sheet although the applicant reserves the right to provide additional sidewalks and trials as needed.

d. Please show all curb ramps on all corners where sidewalks/trails are proposed.

Applicant Response: Please see response to Comment 10.c above.

As the Applicant recently tendered 15 full-size copies of the updated plat set in conjunction with its December 15, 2009 referral response letter, the Applicant is providing one electronic copy of the plat set as well as five 11 X 17 copies, all of which incorporate OTS staff's suggested revisions.

Very truly yours,

WALSH, COLUCCI, LUBELEY,
EMRICH & WALSH, P.C.

Andrew A. Painter

Enclosures, as stated

cc: Dr. David L. Pittman, Senior Pastor, Temple Baptist Church
Mr. Larry D. Wright, Visitation Pastor, Temple Baptist Church
Mr. Benjamin Rose, Bowman Consulting
Mr. Tushar Awar, Gorove/Slade and Associates
Mr. J. Randall Minchew, Esq., WCLEW
Ms. Christine E. Gleckner, AICP, WCLEW

Church
(560)

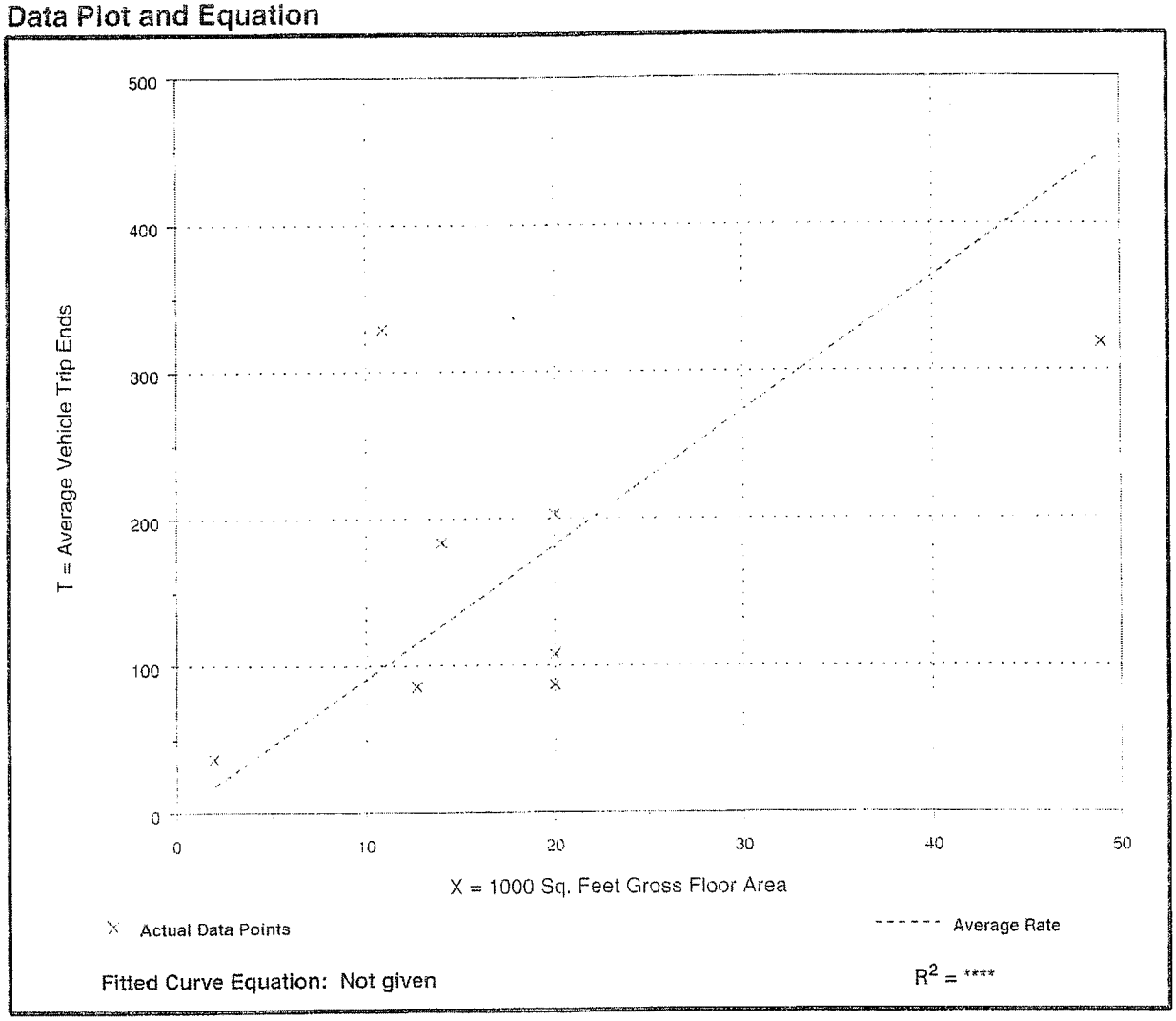
Average Vehicle Trip Ends vs: 1000 Sq. Feet Gross Floor Area
On a: Weekday

Number of Studies: 8
Average 1000 Sq. Feet GFA: 19
Directional Distribution: 50% entering, 50% exiting

Trip Generation per 1000 Sq. Feet Gross Floor Area

Average Rate	Range of Rates	Standard Deviation
9.11	4.35 - 30.20	7.20

Data Plot and Equation



Fitted Curve Equation: Not given

R^2 = ****

Church
(560)

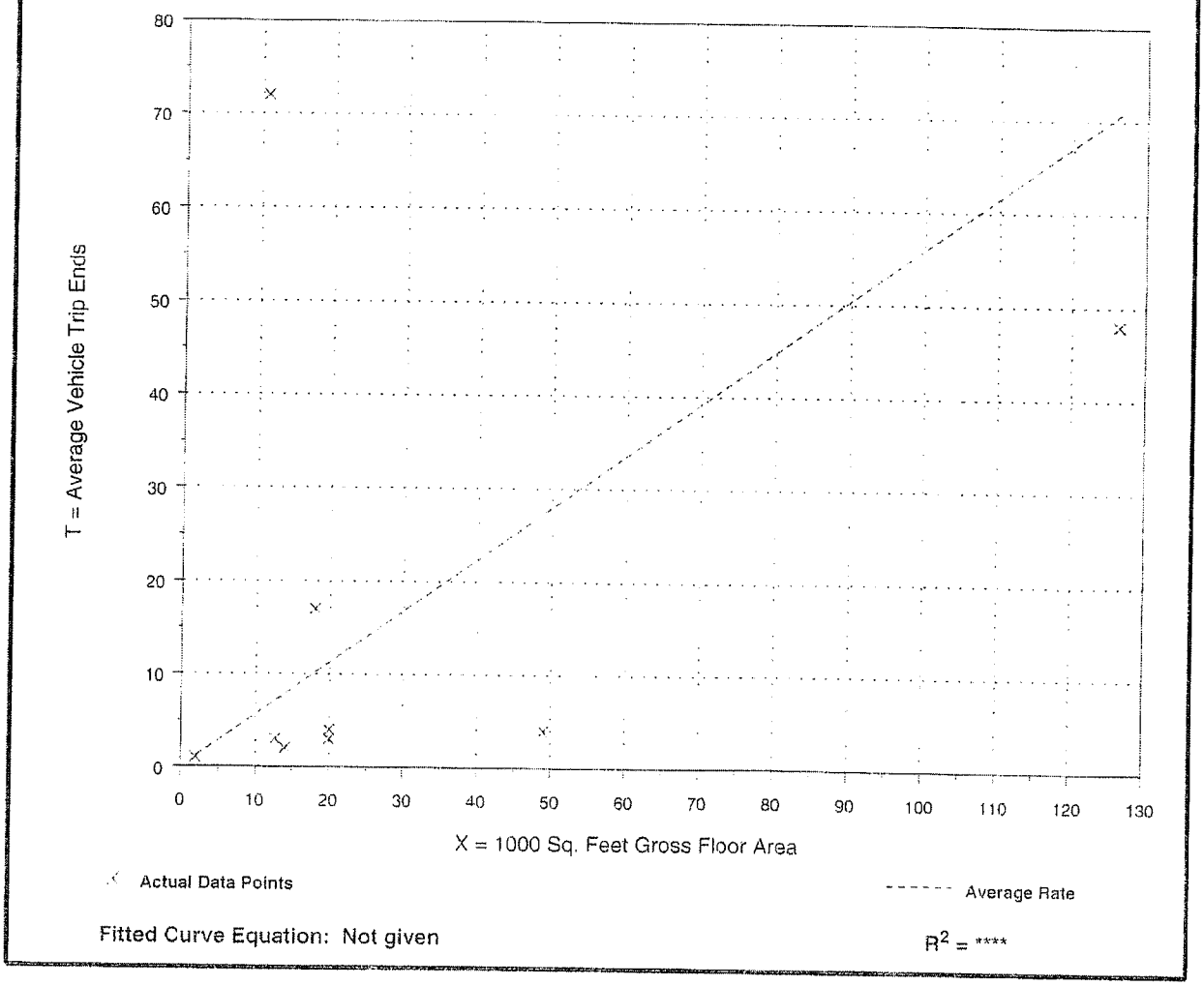
Average Vehicle Trip Ends vs: **1000 Sq. Feet Gross Floor Area**
On a: **Weekday,**
Peak Hour of Adjacent Street Traffic,
One Hour Between 7 and 9 a.m.

Number of Studies: 9
Average 1000 Sq. Feet GFA: 30
Directional Distribution: 62% entering, 38% exiting

Trip Generation per 1000 Sq. Feet Gross Floor Area

Average Rate	Range of Rates	Standard Deviation
0.56	0.08 - 6.61	1.45

Data Plot and Equation



Fitted Curve Equation: Not given

R^2 = ****

Church
(560)

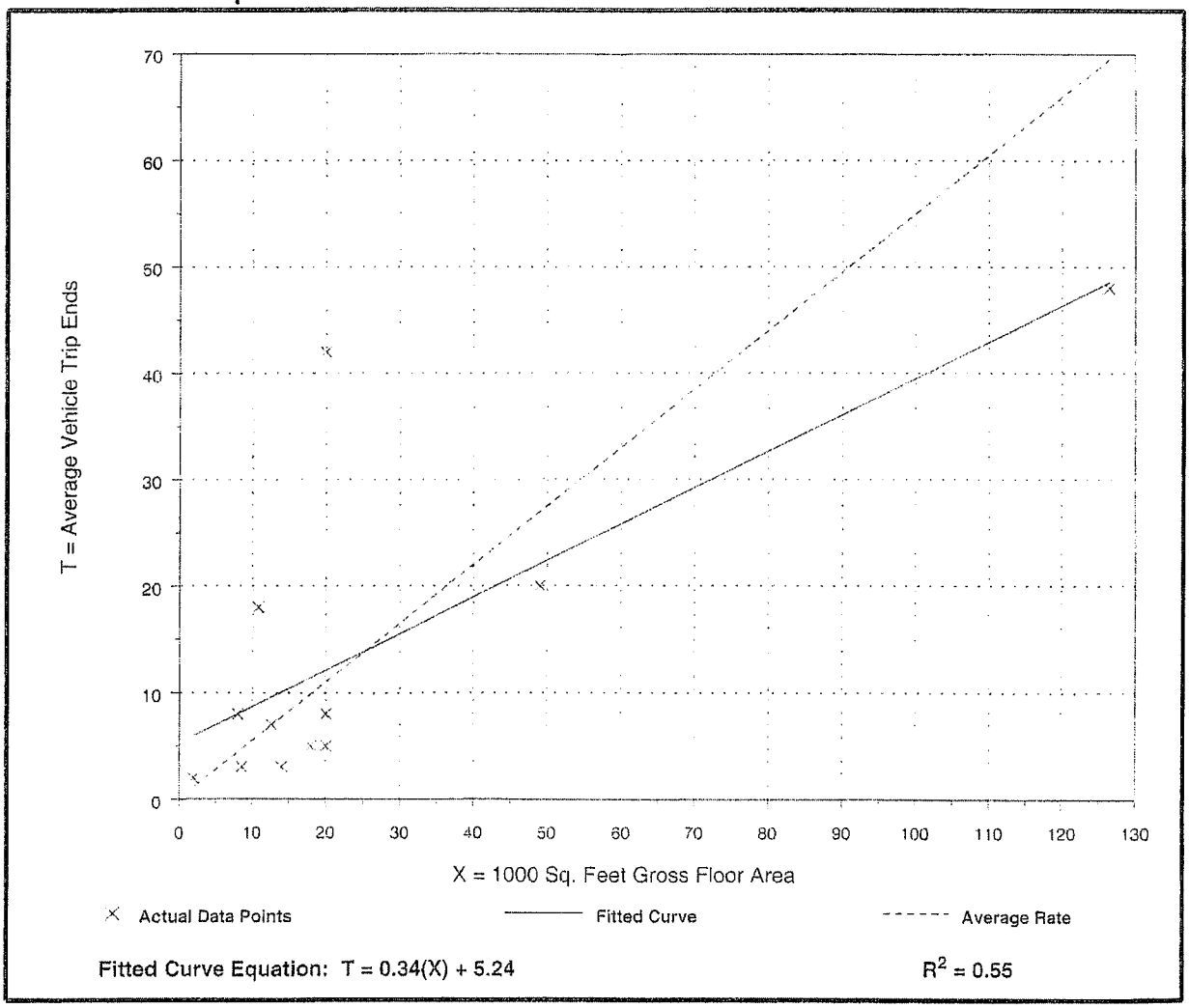
Average Vehicle Trip Ends vs: 1000 Sq. Feet Gross Floor Area
On a: Weekday,
Peak Hour of Adjacent Street Traffic,
One Hour Between 4 and 6 p.m.

Number of Studies: 12
Average 1000 Sq. Feet GFA: 26
Directional Distribution: 48% entering, 52% exiting

Trip Generation per 1000 Sq. Feet Gross Floor Area

Average Rate	Range of Rates	Standard Deviation
0.55	0.21 - 2.10	0.87

Data Plot and Equation



Fitted Curve Equation: T = 0.34(X) + 5.24

R^2 = 0.55

Church
(560)

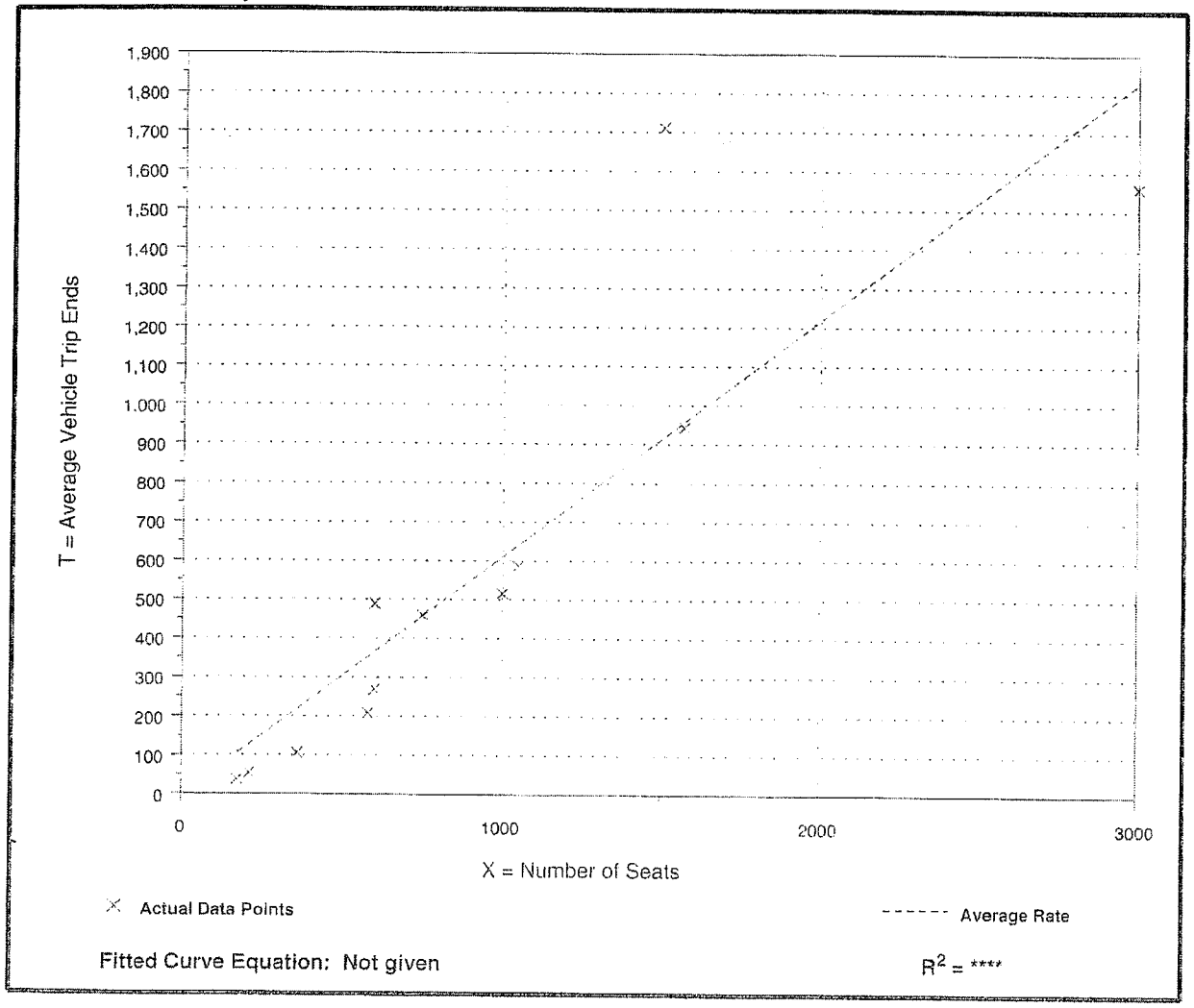
Average Vehicle Trip Ends vs: Seats
On a: Sunday,
Peak Hour of Generator

Number of Studies: 12
Average Number of Seats: 950
Directional Distribution: 51% entering, 49% exiting

Trip Generation per Seat

Average Rate	Range of Rates	Standard Deviation
0.61	0.21 - 1.14	0.81

Data Plot and Equation



Fitted Curve Equation: Not given

R^2 = ****

Church
(560)

Average Vehicle Trip Ends vs: Seats
On a: Sunday

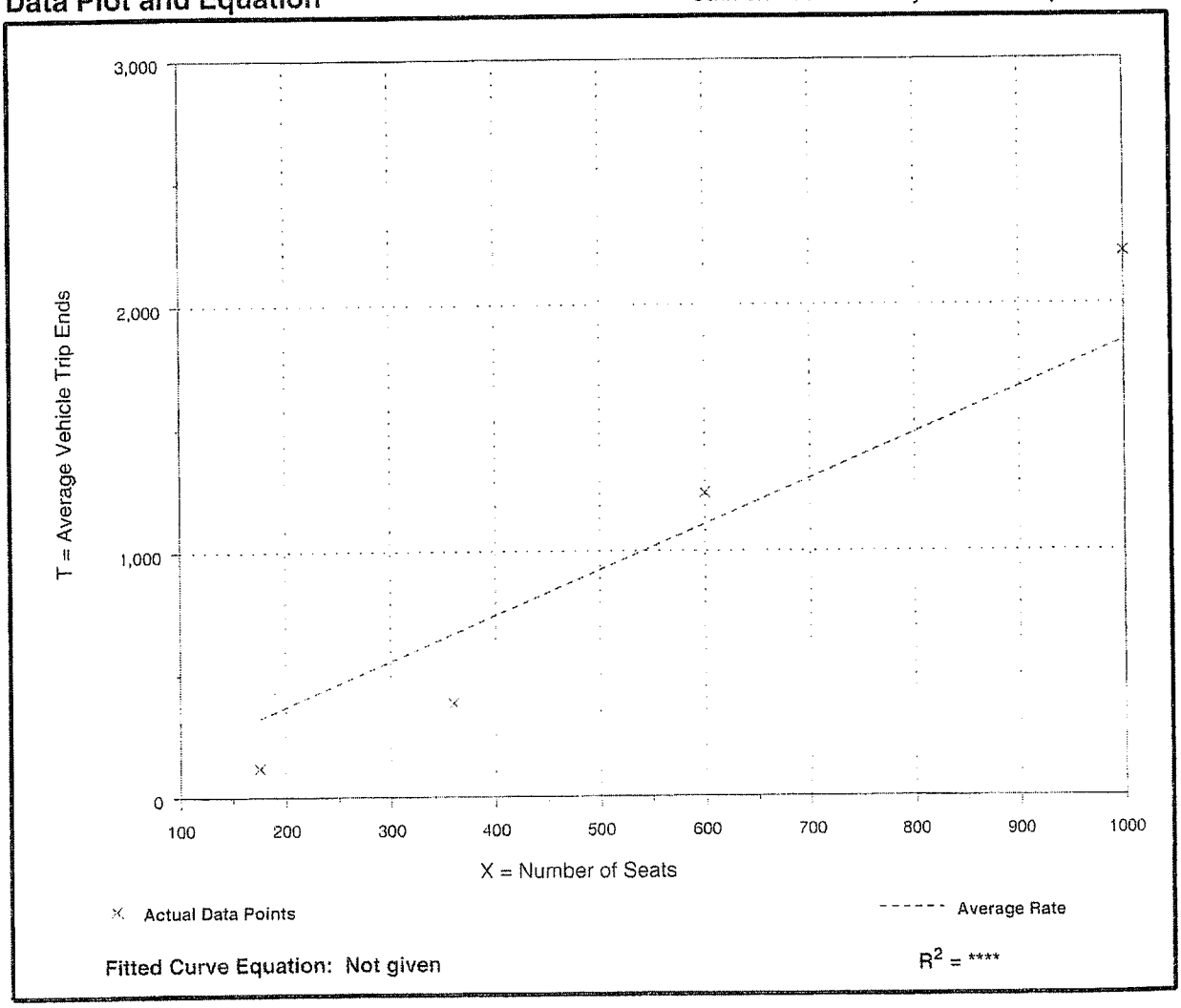
Number of Studies: 4
Average Number of Seats: 534
Directional Distribution: 50% entering, 50% exiting

Trip Generation per Seat

Average Rate	Range of Rates	Standard Deviation
1.85	0.69 - 2.21	1.46

Data Plot and Equation

Caution - Use Carefully - Small Sample Size



Fitted Curve Equation: Not given

R^2 = ****

Private School (K-12)
(536)

Average Vehicle Trip Ends vs: Students
On a: Weekday,
A.M. Peak Hour

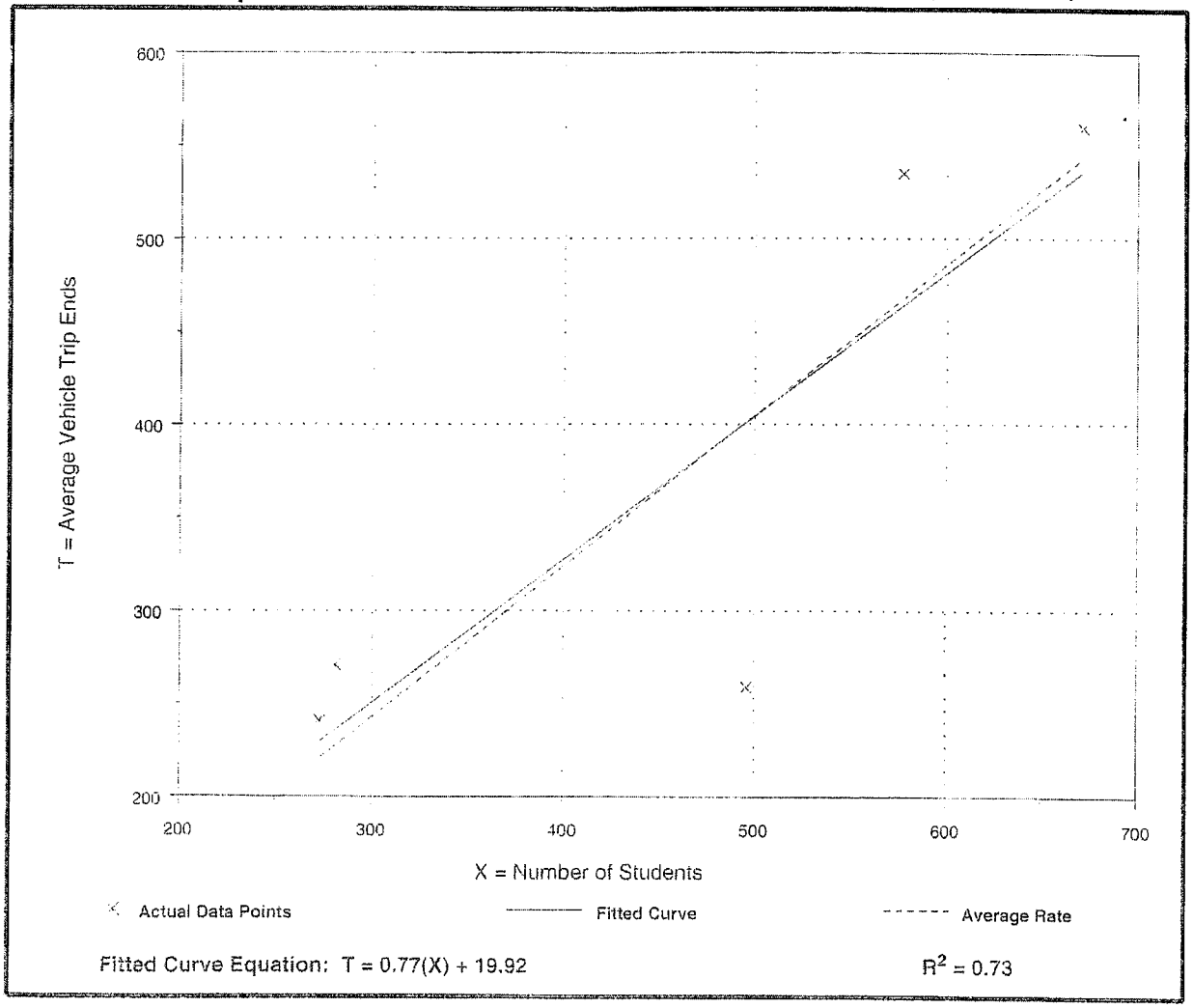
Number of Studies: 5
Average Number of Students: 460
Directional Distribution: 61% entering, 39% exiting

Trip Generation per Student

Average Rate	Range of Rates	Standard Deviation
0.81	0.52 - 0.96	0.91

Data Plot and Equation

Caution - Use Carefully - Small Sample Size



Fitted Curve Equation: T = 0.77(X) + 19.92

R^2 = 0.73

Private School (K-12)
(536)

Average Vehicle Trip Ends vs: Students
On a: Weekday,
Peak Hour of Adjacent Street Traffic,
One Hour Between 4 and 6 p.m.

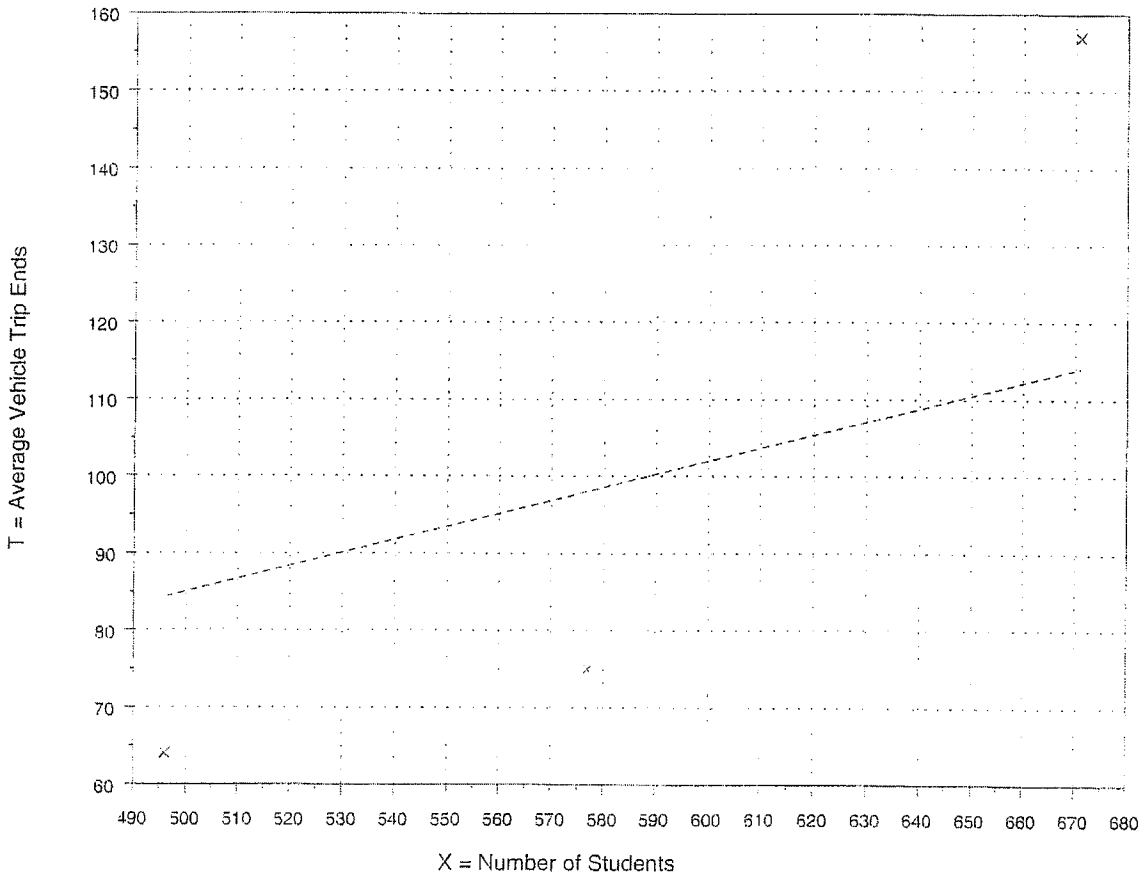
Number of Studies: 3
Average Number of Students: 581
Directional Distribution: 43% entering, 57% exiting

Trip Generation per Student

Average Rate	Range of Rates	Standard Deviation
0.17	0.13 - 0.23	0.41

Data Plot and Equation

Caution - Use Carefully - Small Sample Size



Fitted Curve Equation: Not given

R^2 = ****

Private School (K-12)
(536)

Average Vehicle Trip Ends vs: Students
On a: Weekday

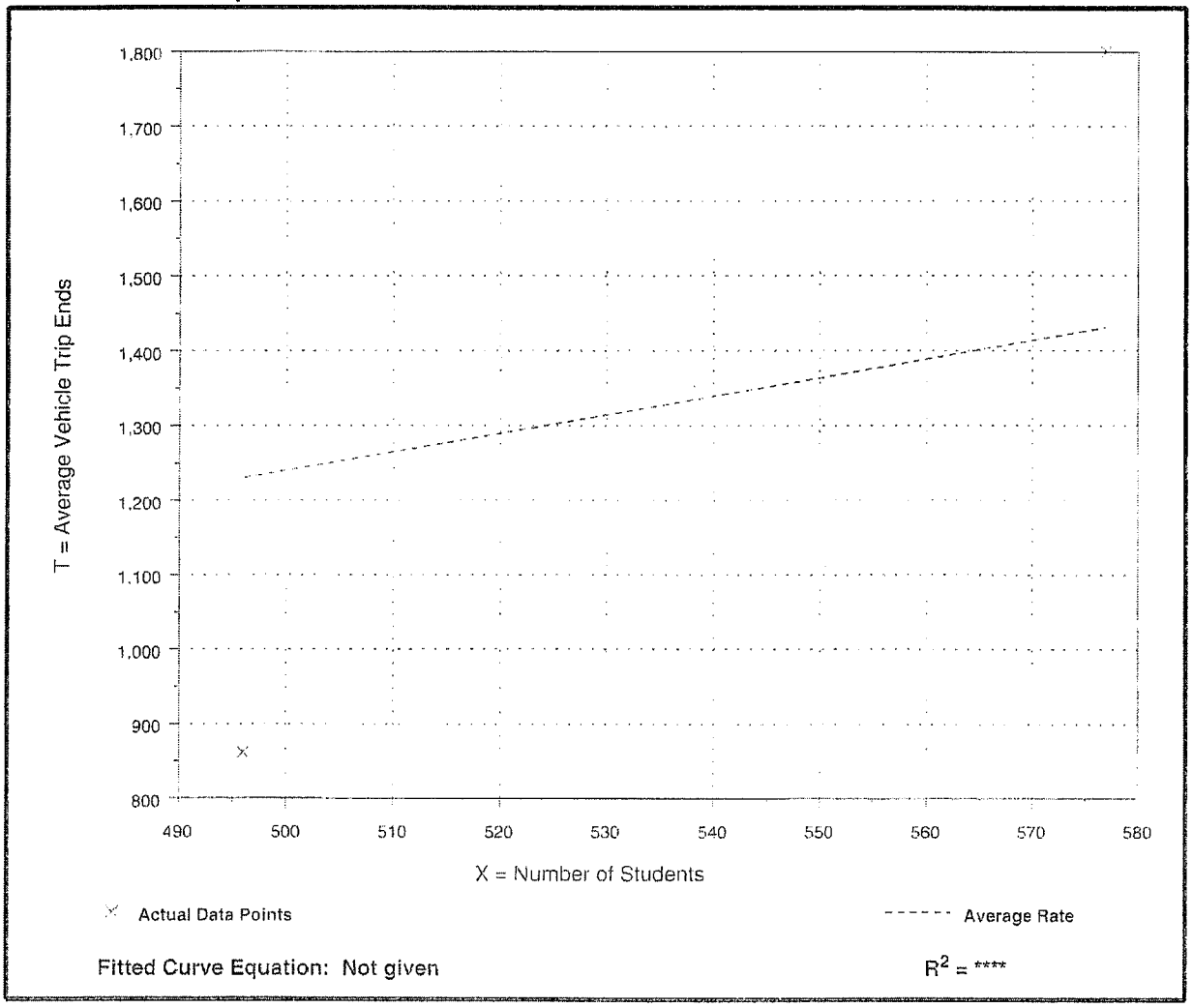
Number of Studies: 2
Average Number of Students: 537
Directional Distribution: 50% entering, 50% exiting

Trip Generation per Student

Average Rate	Range of Rates	Standard Deviation
2.48	1.74 - 3.12	*

Data Plot and Equation

Caution - Use Carefully - Small Sample Size



Fitted Curve Equation: Not given

R^2 = ****

Specialty Retail Center
(814)

Average Vehicle Trip Ends vs: 1000 Sq. Feet Gross Leasable Area
On a: Weekday

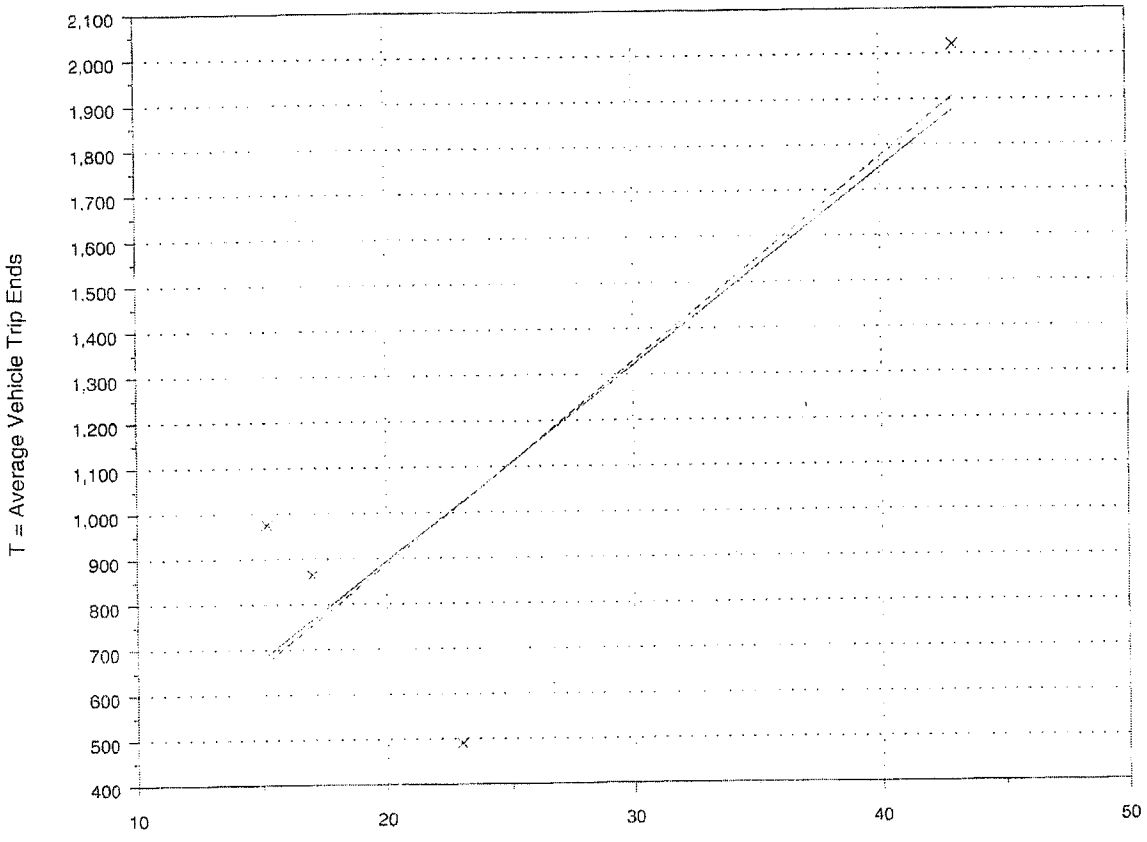
Number of Studies: 4
Average 1000 Sq. Feet GLA: 25
Directional Distribution: 50% entering, 50% exiting

Trip Generation per 1000 Sq. Feet Gross Leasable Area

Average Rate	Range of Rates	Standard Deviation
44.32	21.30 - 64.21	15.52

Data Plot and Equation

Caution - Use Carefully - Small Sample Size



Fitted Curve Equation: T = 42.78(X) + 37.66

R^2 = 0.69

Specialty Retail Center
(814)

Average Vehicle Trip Ends vs: 1000 Sq. Feet Gross Leasable Area
On a: Weekday,
A.M. Peak Hour of Generator

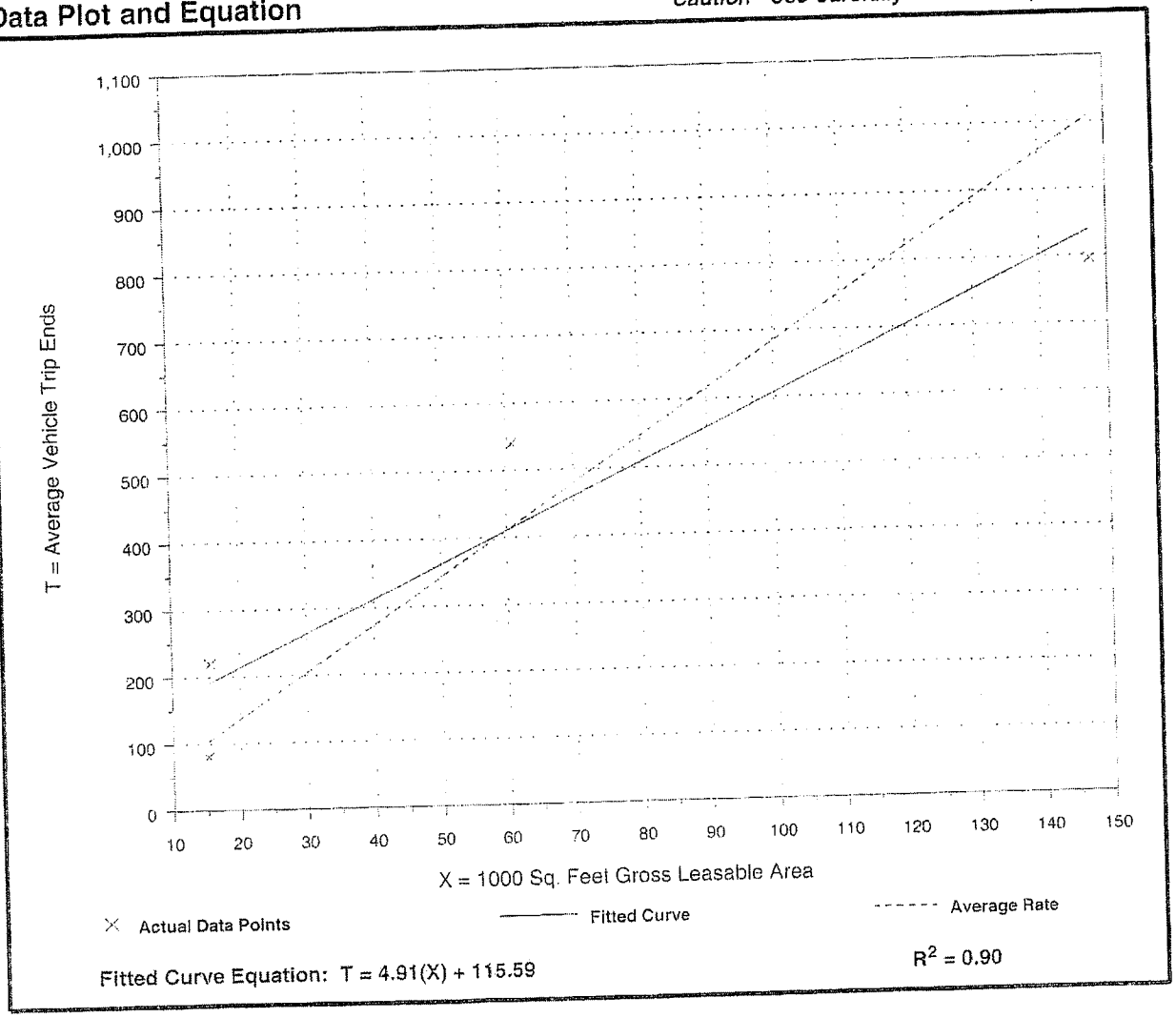
Number of Studies: 4
Average 1000 Sq. Feet GLA: 60
Directional Distribution: 48% entering, 52% exiting

Trip Generation per 1000 Sq. Feet Gross Leasable Area

Average Rate	Range of Rates	Standard Deviation
6.84	5.33 - 14.08	3.55

Data Plot and Equation

Caution - Use Carefully - Small Sample Size



Fitted Curve Equation: T = 4.91(X) + 115.59

R^2 = 0.90

Specialty Retail Center
(814)

Average Vehicle Trip Ends vs: 1000 Sq. Feet Gross Leasable Area
On a: Weekday,
Peak Hour of Adjacent Street Traffic,
One Hour Between 4 and 6 p.m.

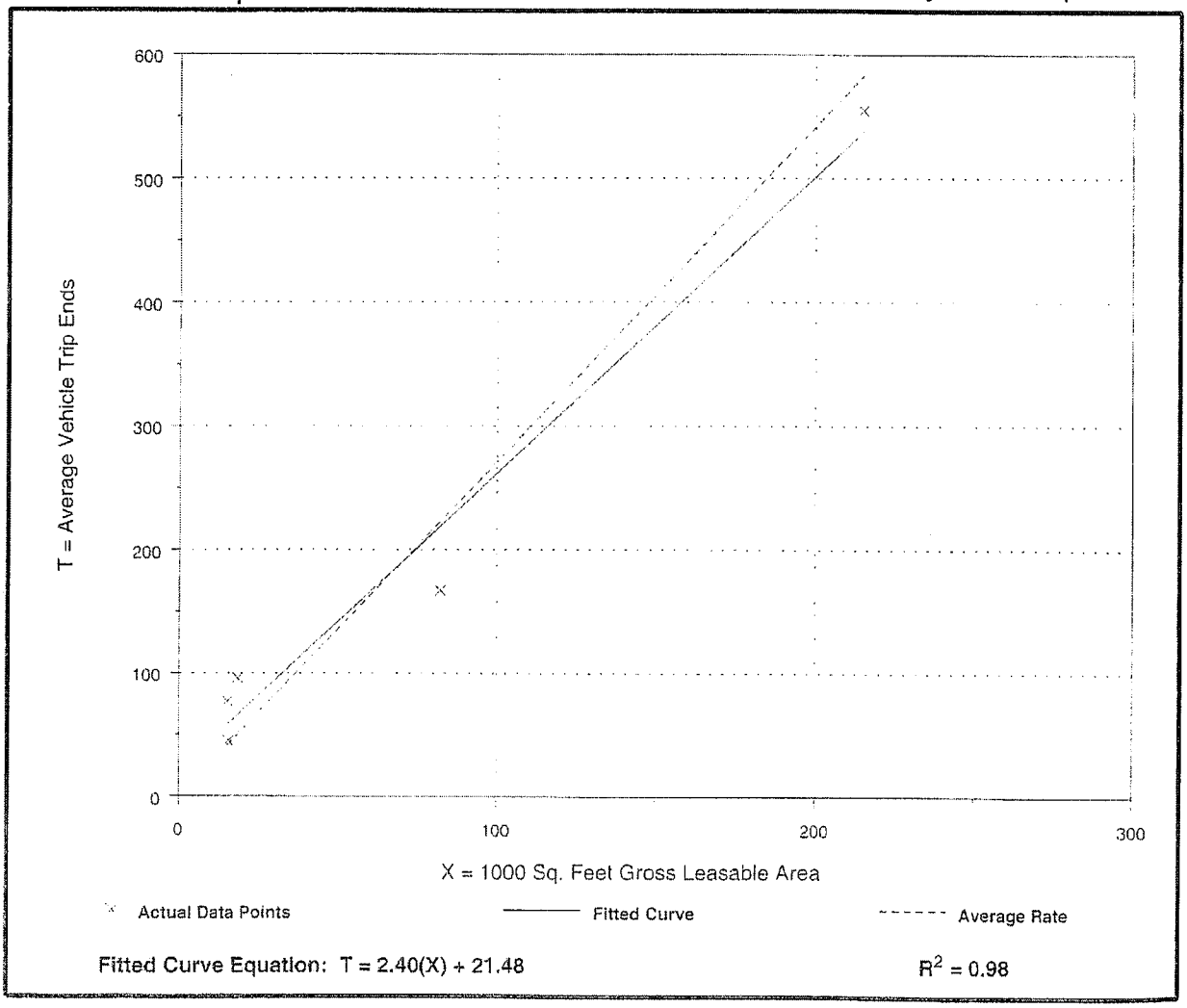
Number of Studies: 5
Average 1000 Sq. Feet GLA: 69
Directional Distribution: 44% entering, 56% exiting

Trip Generation per 1000 Sq. Feet Gross Leasable Area

Average Rate	Range of Rates	Standard Deviation
2.71	2.03 - 5.16	1.83

Data Plot and Equation

Caution - Use Carefully - Small Sample Size



Fitted Curve Equation: T = 2.40(X) + 21.48

$R^2 = 0.98$

Specialty Retail Center
(814)

Average Vehicle Trip Ends vs: 1000 Sq. Feet Gross Leasable Area
On a: Sunday

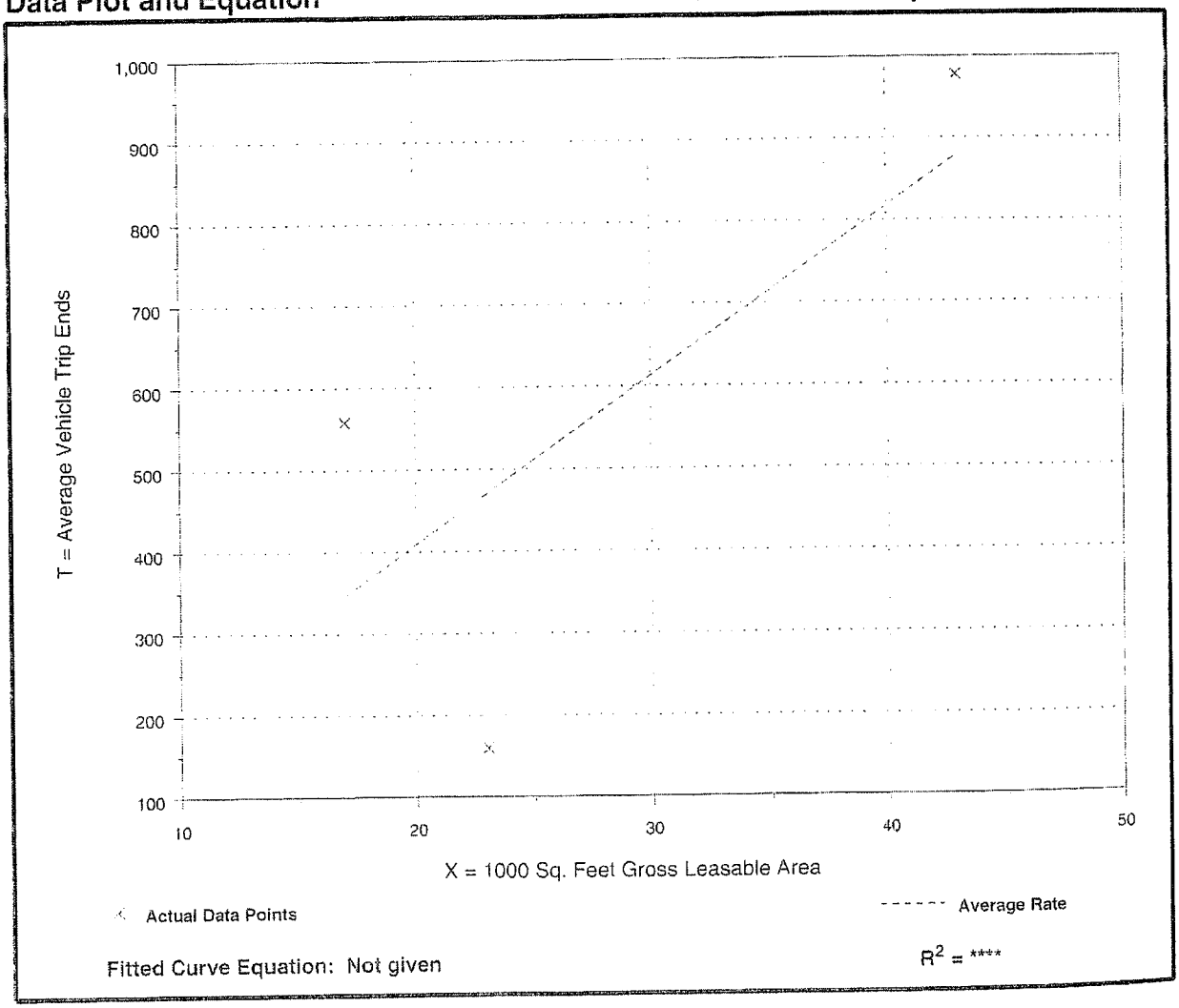
Number of Studies: 3
Average 1000 Sq. Feet GLA: 28
Directional Distribution: 50% entering, 50% exiting

Trip Generation per 1000 Sq. Feet Gross Leasable Area

Average Rate	Range of Rates	Standard Deviation
20.43	6.96 - 32.82	10.27

Data Plot and Equation

Caution - Use Carefully - Small Sample Size



Fitted Curve Equation: Not given

R^2 = ****